

Good morning Mr. Chairman and honorable Representatives. I greatly appreciate your service to our great State and the opportunity to address an issue that is of considerable interest to ATC.

My name is Brett French and I am Senior Regional Manager of External Relations for American Transmission Company. ATC owns, constructs, maintains and operates the high voltage electric transmission system that is located throughout Michigan's Upper Peninsula and portions of Wisconsin, Minnesota and Illinois. Our assets are operated at voltages that range from 69,000 to 345,000 and are viewed by most as constituting "the grid".

By way of background, ATC acquired the transmission assets of various Investor owned, Cooperatively owned and Municipally owned Public Utilities when the company was formed in 2001. ATC also entered into various O&M Agreements with the Public Utilities that had divested of their assets to procure certain labor and vehicular equipment resources necessary to construct, maintain and operate its system. It's important to note that ATC does not own any vehicular equipment nor does it employ the labor force that is necessary to maintain and/or construct the assets it owns. All such equipment and labor resources are provided by the subcontractors that have been engaged by ATC.

ATC has engaged We Energies, U.P. Power Company, Edison Sault Electric, Cloverland Electrical Cooperative, MJ Electric and Asplundh to provide the resources (vehicular and labor) necessary to support its operations throughout the Upper Peninsula. Ironically, several of ATC's subcontractors are "Public Utilities" that can procure the necessary permits when performing work on their electrical distribution systems under current law; however, they are barred from procuring the permits that are necessary to perform work on ATC's electrical transmission system under current law due to the fact they are acting as a subcontractor. HB 4999 resolves this disconcerting irony and assists ATC with its efforts to construct, maintain and operate its assets in a safe and reliable manner.

Furthermore, ATC supports the inclusion of "Transmission Companies" (both affiliate and independent) within the definition of "Public Utility" under HB 4999 so as to eliminate any future concerns

**that may arise if we were to develop the labor and vehicular fleet resources necessary to construct and maintain the assets we own.**

**I thank you for your time and consideration of this matter and am happy to answer any questions you may have.**

**Thank you!**